



RESOLUTION NO. 173

A resolution of the Commission of the City of Phoenix, declaring their intention to improve certain portions of Central Avenue, in the City of Phoenix, and determining that bonds shall be issued to represent the costs and expenses thereof and declaring the work or improvement to be of more than local or ordinary public benefit and that the costs and expenses of said work or improvement shall be assessed upon a certain district and providing that the proposed work or improvement shall be performed under the provisions of Title VII, Chapter XIII, Revised Statutes of Arizona 1913, Civil Code, and acts amendatory thereto.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF PHOENIX:

SECTION 1.
That public interest and convenience require and that it is the intention of the Commission of the City of Phoenix to order the following work to be performed, to-wit:

That the roadway of Central Avenue, from the center line of McDowell Road to the north line of Simms Addition, and including all the intersections of streets, alleys and private drives wherever shown on the plans hereinafter referred to, and including also such portions of intersecting streets, alleys and private drives as is necessary to form an easy approach to the pavement hereinafter described, to be graded and paved with bitulithic with cement concrete base, bitulithic with bituminous concrete base, bitulithic with no base, cement concrete, "Topeka" Asphalt Concrete with cement concrete base, National, "Bitustone" Tarvia filled Macadam, Asphalt concrete with bituminous concrete base or Dolarway as may be hereafter determined.

2. That a combined cement concrete curb and gutter be constructed along both sides of the roadway of Central Avenue from the south line of McDowell Road to the north line of Simms Addition to the City of Phoenix except at the intersection of streets, alleys, private drives and approaches thereto as shown on the plans hereinafter referred to and excepting also where a concrete curb is already in as shown on the plans hereinafter referred to where a gutter only shall be constructed.

3. That a cement concrete curb be constructed at the intersection of all streets, private drives and approaches thereto, except where a curb is already in as shown on the plans hereinafter referred to.

4. That a cement concrete gutter be constructed across the intersections of all streets, private drives, across the roadways of Willetta and Lynwood Streets on the west side of Central Avenue and across the roadways of Culver and Willetta Streets on the east side of Central Avenue as shown on the plans hereinafter referred to.

5. That corrugated iron pipe of the size and location be laid as follows: Twelve (12) inches in diameter across the roadways of Culver and Willetta Streets on the east side of Central Avenue.

6. That cement concrete stand pipes be constructed and gates set to control the flow of water at the following locations on Central Avenue.

Two (2) on the east side of Central Avenue at Culver Street.

Two (2) on the east side of Central Avenue at Willetta Street.

7. That cement concrete pipe of the size to fit the aforementioned corrugated iron pipe be laid from the stand pipes and corrugated iron pipe to a point six (6) feet back of property line as shown on the plans hereinafter referred to.

8. That gutter inlets be constructed to receive drainage water at the following locations on Central Avenue.

Two (2) at Culver Street.

Two (2) at McDowell Road and that said gutter inlets be connected to storm water manholes with the size of cement concrete pipe as shown on the plans hereinafter referred to.

9. That a storm water manhole be constructed at Central Avenue and Culver Street and at Central Avenue and McDowell Road as shown on the plans hereinafter referred to.

10. That the roadway of the intersecting streets, alleys and private drives be graded from the edge of the aforementioned pavement not to exceed (10) ten per cent until it meets the original surface.

All of the above work or improvement to be performed in accordance with that certain set of plans approved and adopted by the Commission of the City of Phoenix, on the 17th day of March, 1916, and on file in the office of the City Engineer in Book Three (3) of Street Improvement Plans on Pages 171 to 177 inclusive, and in further accordance with the following specifications:

Standard Specifications of the City of Phoenix Numbers 19, 22, 24 and 28. Curb and gutter work to be done in accordance with Specification Number 21.

Paving to be laid in accordance with the following Specifications, to-wit:

In case of bitulithic with cement concrete base Specification Number 29.

In case of bitulithic with bituminous concrete base Specification Number 25.

In case of bitulithic with no base Specification Number 26.

In case "Topeka" Asphalt Concrete with cement concrete base Specification Number 31.

In case National Pavement Specification Number 33.

In case of Concrete Pavement Specification Number 30.

In case "Bitustone" Pavement Specification Number 34.

In case Tarvia Filled Macadam Pavement Specification Number 35.

In case Asphalt Concrete with Bituminous Concrete base Specification Number 37A.

In case of Dolarway Specification Number 38.

All of which above specifications are on file in the office of the City Clerk of the City of Phoenix. Said plans and specifications are hereby referred to for a more particular description of said work and made a part thereof.

SECTION 2.
That the said contemplated work or improvement, in the opinion of the Commission, is of more than local or ordinary public benefit, and that said Commission hereby makes the costs and expenses of said work or improvement chargeable upon a district and hereby declares that the district in the said City of Phoenix, benefited by the said work or improvement, and to be assessed to pay the costs and expenses thereof, is described as follows:

All of Bennett, Simms, Chelsea and Kentworth Additions to the City of Phoenix, being bounded on the north by the center line of McDowell Road, on the east by the center line of Central Avenue, on the south by the center line of Van Buren Street and on the west by the center line of Seventh Avenue.

Also all of Churchill and Central Additions being bounded on the north by the center line of McDowell Road, on the south by the center line of Van Buren Street, on the east by the center line of Seventh Street, and on the west by the center line of Central Avenue.

Excepting therefrom any portion of any public street or alley which may be included within the above described districts and excepting also all of Blocks 38, 41, 42 and 43 and Lots 1, 2, 11 and 12, Block 44, Churchill Addition, owned by School District Number 1, Maricopa County, Arizona.

A portion of Block 20, Central Addition owned by School District Number 1, Maricopa County, Arizona, which certain premises shall be omitted on the assessment hereafter to be made to cover the cost and expenses of said work or improvement and the total cost and expenses of said work or improvement shall be assessed upon the remaining lots or parcels of land lying within the said assessment districts as provided for in Title VII, Chapter XIII, Revised Statutes of Arizona 1913, Civil Code, and amendments thereto.

SECTION 3.
The City Engineer is hereby directed to make a diagram of the districts described hereinabove in Section 2, of this Resolution of Intention, to be assessed to pay the costs and expenses thereof. Such diagram shall show each separate lot, piece or parcel of land in said districts and the relative location of the same to the work proposed to be done.

SECTION 4.
The said Commission finds that public convenience requires that serial bonds shall be issued to represent the costs and expenses of such work or improvement and said Commission determines that serial bonds shall be issued to represent each assessment of Twenty-five (\$25.00) Dollars or more for the costs and expenses of said work or improvement.

Said serial bonds shall extend over a period ending nine (9) years from and after the second day of January next succeeding the date of said bonds, and an even annual proportion of the principal sum thereof shall be payable by coupon on the second day of January every year after their date until all is paid and the interest shall be payable semiannually by coupon on the second day of January and July respectively, of each year, at the rate of six (6) per cent per annum, on all sums unpaid, until the whole of said principal sum and interest are paid.

SECTION 5.
The serial bonds herein mentioned shall be issued in accordance with the provisions of Title VII, Chapter XIII, Revised Statutes of Arizona, 1913, Civil Code, and amendments thereto and all the proceedings in the aforementioned improvements shall also be taken under Title VII, Chapter XIII, Revised Statutes of Arizona

AJO COMMITTEE
RUSTLING FARES

Team Captains Have Been Appointed for Each Ward and Work of Selling Tickets Going On With Speed and Dispatch

It is practically assured that the Phoenix contingent bound towards Ajo, or Cornelia as it is now called, will be one of the liveliest outfits ever sent out of the Salt River valley on a like excursion. Keen interest has been manifested in the undertaking, and the work of selling tickets for the train is going on apace.

Ajo is one of the newest camps in the state. In fact it might be called the baby camp of the baby state. The scenery in that section is marvelous, and the workings of the huge mines there are sights of a life time.

J. M. Aitken, is the chairman of the chamber of commerce excursion committee in charge of the affair. He is working might and main to make the affair a success, and the results which have met his demands, are more than gratifying. He has divided the city into four wards, with a business man as a captain of a canvassing team in each ward. Mr. Aitken is himself the captain in the first ward, with H. A. Diehl in charge of routing out excursionists in the second ward. In the third and fourth wards J. F. Barker and A. C. Taylor are in charge. Strong teams have been mustered into the service in all four wards, and the competition though keen thus far has managed to remain friendly up to this date.

Nifty copper colored badges have been printed, and as each business man comes forward and plans down his cash for the trip, which happens to be six dollars for the round trip, he is awarded one of the badges, with the admonition to wear same until the train in Phoenix the night of the excursion.

The train, which will be one of Arch Gatter's best special efforts, will leave Phoenix the morning of the fourth of May, at 7:30. It will arrive at Ajo about noon, and will be there for about four hours. The trip back will bring the excursionists into Phoenix at about 8:30.

GOOD ROADS MEAN
PROSPERITY--OLLIER

By L. J. Ollier,
Vice-President and Director of Sales
The Studebaker Corporation

To some people good roads mean simply an advantage for the motorist; a convenience that was created and is maintained exclusively for the motorist's benefit, enabling him to get from place to place comfortably, safely and on time.

I am forced to admit that good roads do add much to the pleasures of touring, and that the better the roads the more fun people get out of driving their cars. I have recently returned from California, where anyone can readily note just the condition I mention. For in California people surely do enjoy life; there are more automobiles per capita than in any other state; and then people who own cars use them more than the people in any state.

And what of the roads in California? Only one opinion can be expressed. These roads are excellent. They seem to lead everywhere. They enable one to visit all of the most beautiful spots in the state. And they are kept up well. Yet good roads mean more than an opportunity to get out on tours from the health giving and pleasure standpoint. Good roads are closely bound up with progress and prosperity. They promote the more widespread use of automobiles, and statistics prove that automobiles and prosperity always go together.

FARMERS SPEND TOO
MUCH TIME GAMBLING

One reason why the farmers of Arizona are not making more money is that they are devoting too much time to gambling. By this it should not be understood that it is meant they are constantly playing poker, shooting craps, or getting mixed up with farmers. The fact of the matter is that our farmers are gambling too much with their farming operations. The principal type of gambling is an endeavor to find some crop or livestock product which will make them rich quick. The experiment station is constantly receiving inquiries about little known and little grown crops, such as castor beans, spineless cactus, and the

1913, Civil Code and amendments thereto.

SECTION 6.
The City Clerk shall certify to the passage of this Resolution of Intention and shall cause the same to be published ten (10) times in the Arizona Republican, a daily newspaper published and circulated in the City of Phoenix and hereby designated for that purpose.

SECTION 7.
The superintendent of Streets of the City of Phoenix shall post notice of said proposed improvement as required by law, and in said notices shall refer to this Resolution of Intention.

Approved:
GEO. U. YOUNG,
Mayor.

I hereby certify that the above and foregoing Resolution No. 173, was duly passed by the Commission of the City of Phoenix at a meeting held April 13, 1916, and that a quorum was present thereat.

FRANK THOMAS,
City Clerk.
First publication, April 21, 1916.

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Overland

\$615

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Where are the brave ones who sacrificed pride and comfort to economy?

Where are the experienced ones who drove big, expensive cars because they couldn't get a small, inexpensive one which could give them the accustomed thrills?

Where are the comfort lovers who couldn't stand crowding and creaky, bumpy riding?

Where are the fastidious ones who had to have every convenience which an up-to-date automobile affords?

They're all driving the small, light, economical \$615 Overland.

People who never owned a car—

People who owned lesser cars with apology and discomfort—

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All have found their ideal in the small, light, inexpensive, roomy, comfortable, easy riding, powerful, completely equipped, \$615 Overland.

You, too, will find in this car all that you have been wishing and waiting for.

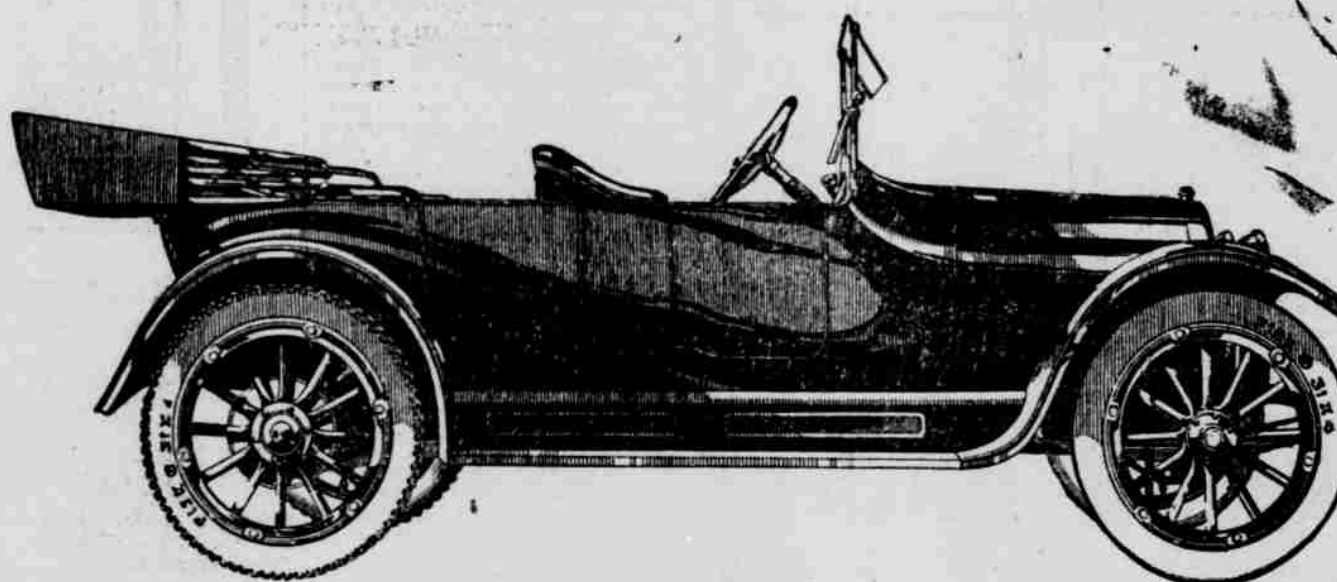
And you can have your wish, but the rush is on, so don't wait longer.

Come in and get your car.

—or tell us now when you will want it.

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BENEFIT BALL FOR
MARY BRODIE CHAPTER

The ball to be given by the Mary Brodie Auxiliary of the United Spanish War Veterans for the benefit of the relief fund is a delightfully anticipated event of May 3. The affair will take place at the Woman's Club and will be the initial annual event of the auxiliary. The committees have completed all the arrangements and have planned to provide card tables for those who do not care for dancing. Mrs. J. L. B. Alexander, president of the auxiliary, will receive, assisted by Mrs. Eugene Brady O'Neill, Mrs. Clyde M. Gandy, Mrs. Josie Monihan, J. P. Lavin, commander U. S. W. V. Camp, Hon. R. C. Stanford, Colonel James H. McClintock and

Clyde M. Gandy. The floor committees will comprise Mrs. C. P. Cronin, Mrs. Marie Murray, Miss Addie Ingals, Miss Emeline Poterie, W. D. O'Neill, Captain J. L. B. Alexander, Harry Proops and F. C. Struckmeyer. The executive committee will include Mrs. W. D. O'Neill, Mrs. Harry Proops, Mrs. F. C. Struckmeyer, Mrs. Towne and Mrs. Marie Murray.

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IMPROMPTU PARTY—Miss Mary Flood, entertained at an informal 590 party last evening on the roof garden of the Library Apartments. Among those present were Miss Blanche Birdno, Miss Minnie Seaman, Miss Elsie Truman, Mrs. E. H. Larson of Safford, Alfred Tripell, Ben Rudrow, and Jack Osborne.